

THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM, AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

No. 4093. VOL. CLI

SATURDAY, SEPTEMBER 29, 1917.

SEVENPENCE.

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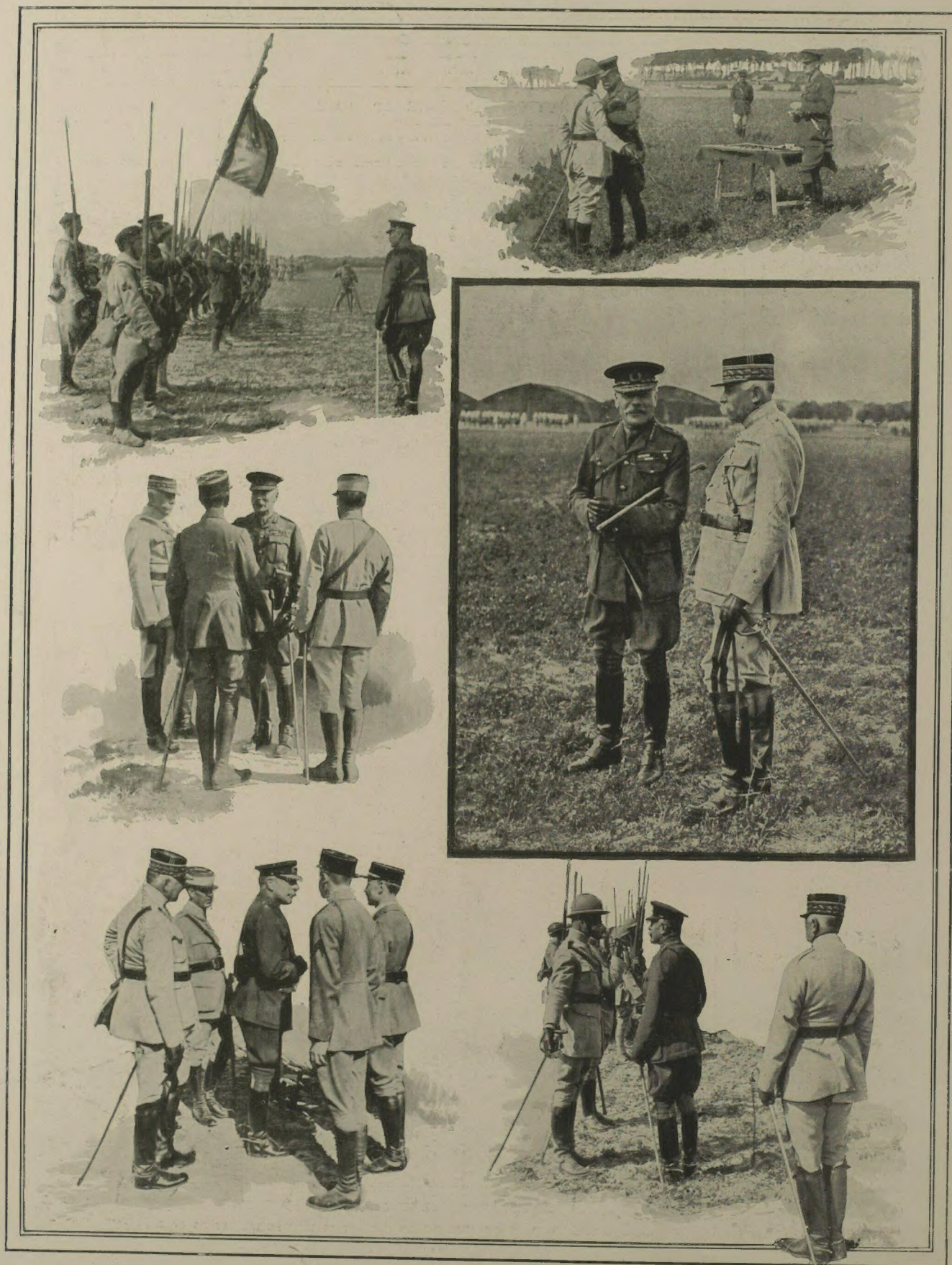


THE BATTLE OF MENIN ROAD: A BRITISH OBSERVER WHO DROPPED FROM HIS BALLOON DURING THE FIGHT, ENTANGLED IN A TREE DURING HIS DESCENT BY PARACHUTE.

OFFICIAL PHOTOGRAPH.

FROM VICTORY TO VICTORY: THE BRITISH COMMANDER-IN-CHIEF.

FRENCH OFFICIAL PHOTOGRAPHS.



AGAIN VICTORIOUS, IN THE BATTLE OF MENIN ROAD: SIR DOUGLAS HAIG VISITING A FRENCH AVIATION CAMP TO REVIEW TROOPS AND PRESENT DECORATIONS.

Every great attack planned by Sir Douglas Haig since he assumed the post of Commander-in-Chief has resulted in an important success and a substantial advance. He has established a tradition of victory, which again held good in the recent Battle of Menin Road on September 20. In his second despatch of that date, he said: "Great success attended our troops. Positions of considerable military importance have been won and heavy casualties inflicted on the enemy." On the 22nd, after

repeated German counter-attacks had been repulsed, he was able to report: "The whole of the positions captured by us on the 20th instant are securely in our possession"; and on the 23rd he stated: "The number of prisoners taken by us on the Ypres battle-front since the opening of our attack is 3243, including 80 officers." Our photographs were taken during Sir Douglas Haig's visit to a French aviation camp. In the first he is seen saluting the flag of the Fusiliers Marins.

THE BATTLE OF MENIN ROAD: PRISONERS: STRETCHER-BEARERS.

OFFICIAL PHOTOGRAPHS.



AFTER THE GREAT COMBINED ATTACK OF BRITISH, AUSTRALIAN, AND SOUTH AFRICAN TROOPS: GERMAN PRISONERS BEING MARCHED THROUGH YPRES.



WITH A GERMAN SHELL BURSTING CLOSE BY: STRETCHER-BEARERS ON THE BATTLEFIELD CARRYING OFF WOUNDED MEN UNDER FIRE.

On September 23 Sir Douglas Haig reported: "The number of prisoners taken by us on the Ypres battle-front since the opening of our attack on the 20th instant is 3243, including 80 officers." The scene shown in our lower photograph recalls an account by Mr. Philip Gibbs of an Australian's experiences: "I talked with one stretcher-bearer," he writes. "He had spent the day and night bandaging wounded, and, with his mates,

carrying them down to the dressing station, a mile and more back. All the time he walked and worked with bursting shells about him. They knocked out several of his mates, but left him untouched. . . . They blew up dug-outs just as he had gone out of them, and trenches through which he made his way. He was buried in earth flung up by heavy shells, and he fell many times into deep craters, and men dropped all round him."

THE BATTLE OF MENIN ROAD: THE BRITISH ADVANCE IN WHICH "GREAT SUCCESS ATTENDED OUR TROOPS."

OFFICIAL PHOTOGRAPHS.



CARRYING WOUNDED IN FULL VIEW OF GERMAN TRENCHES ONLY 600 YARDS AWAY: A STRETCHER-PARTY ON THE BATTLEFIELD.



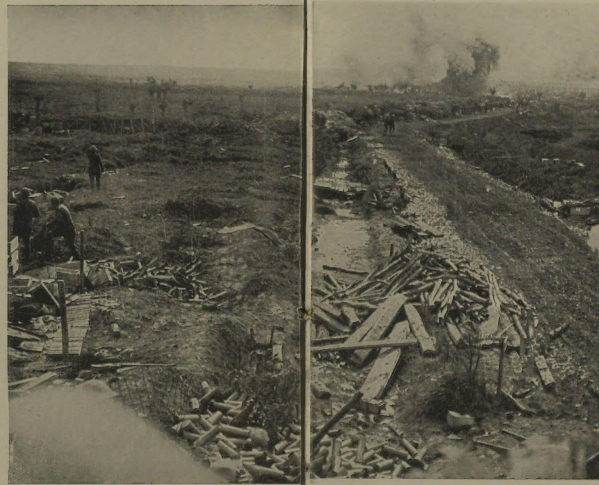
TAKING UP RATIONS FOR MEN IN THE FRONT LINE: SOLDIERS FROM A NORTHERN COUNTY UP TO THE FRONT.



ONE OF OUR LATEST TANKS IN THE BATTLE: A BRITISH "LAND-SHIP" ADVANCING TO DESTROY GERMAN MACHINE-GUN POSITIONS.



GOING TO BE VACCINATED: SOME OF THE 3243 GERMAN PRISONERS TAKEN BY BRITISH TROOPS IN THE BATTLE.



AFTER THE VICTORIOUS BRITISH ADVANCE: A SCENE ON A ROAD TRAVERSING NEWLY CAPTURED GROUND.



FOR GUIDING INFANTRY IN THE DARK: PLACING IN POSITION A FRONT-LINE LAMP WHICH THROWS A SMALL BEAM OF LIGHT.

The above photographs illustrate incidents in the great Battle of Menin Road which opened on September 20. In a despatch issued that night Sir Douglas Haig said: "Our attack this morning east of Ypres was made on a front of about eight miles between the Ypres-Comines Canal and the Ypres-Staden Railway. Great success attended our troops. Positions of considerable military importance have been won, and heavy casualties inflicted on the enemy. The assembling of the regiments detailed for the attack was carried out without incident, although rain fell steadily during the night. Our first objectives were captured at an early hour, including a number of concreted strong points and fortified farms, the possession of which heavy fighting had taken place during previous attacks. North Country regiments carried Inverness Copse. Australian troops stormed Glencorse Wood and Nonne

Boschen. Scottish and South African Brigades took Potdarn, Vampire, and Berry Farms. West Lancashire Territorials carried Iberian Farm and the strong point known as Gallipoli. Our troops then advanced to the assault of their final objectives. On our right English county troops reached the line of their final objectives after sharp fighting in the woods north of the Ypres-Comines Canal and in the neighbourhood of Tower Hamlets. In the centre, North Country and Australian battalions penetrated the German positions to a depth of over a mile and captured the whole of their objectives, including the Hamlet of Veldhoek and the western portion of Polygon Wood. Further north Zevenkote was captured, and London and Highland Territorials carried a second line of farms, including Rose Farm, Quebec Farm, and Wurst Farm, on the line of their final objectives."

THE SMOKE-BOX FOR BAFFLING SUBMARINES: A SCREEN BETWEEN ATTACKED MERCHANTMAN AND U-BOAT.

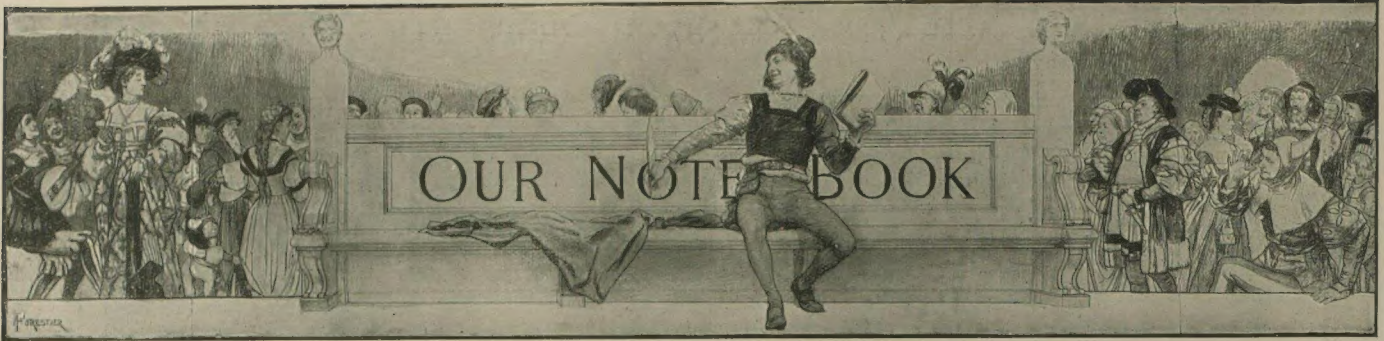
DRAWN BY CHARLES PEARCE, R.O.I.



AFTER DROPPING A SMOKE-BOX: A STEAMER CREATING A SMOKE-ZONE BEHIND WHICH SHE CAN MANOEUVRE UNSEEN, TO THE BEWILDERMENT OF THE ENEMY SUBMARINE.

As stated in the daily Press recently, on the authority of a "high naval officer," considerable success has attended the use of "smoke-boxes" for throwing overboard, and other "smoke-screen" devices, on board merchantmen attacked by U-boats. By such means "a merchantman is enabled to conceal her movements in a dense cloud of vapour." A steamer so equipped "can put out a cloud of the stuff in practically no time and within a minute or so of sighting a hostile periscope. The smoke-cloud completely envelops every detail of the ship, and by its size makes her ten times more difficult a target. She can then turn in her track, still enveloped in smoke, and give the submarine a rare game of hide and seek.

Over and over again, steamers have saved themselves by its use, and the submarine's helplessness has been very apparent. . . . The smoke used is very dense . . . it is heavier than coal smoke. One great point is that it can almost instantly be brought into use. . . . Another advantage of the smoke-screen is that if a vessel is not altogether able to elude a submarine, she has more time to bring her defensive armament into play, as many a submarine commander knows." One can realise the effectiveness of a smoke-box and the impenetrable density of its long, trailing wall of smoke, better from the illustration here than from any words.—[Drawing Copyrighted in the United States and Canada.]



By G. K. CHESTERTON

OUR present condition is the precise contrary of that which was a commonplace of the philosophy of peace. Long before the war a very modern moral theory of Pacifism had disseminated certain assumptions; and they are to-day the exact opposite of the actual facts. We were told that our brute passions or desires might drive us towards blood and destruction; that our more fanciful feelings of vanity or vengeance might inflame us for war; but that reason and right thinking, if they prevailed, would always prevail for peace. Turn this position entirely topsy-turvy, and you have something like the truth to-day. Our brute desires are now all for repose, and almost for sleep; our mere passions would flow in the direction of peace. It is exactly our reason, and it is almost exclusively our reason, which tells us to finish the work of war. It is exactly right thinking, and it is right thinking almost alone, which tells us that fighting is still right. It has come to a war in the very body of man—as to whether the head shall still be the head of him. It is truly a conflict between the law in the members and the law of the spirit; and the members are semi-pacifist, like so many Parliamentary Members. Man is not a fighting animal; he is fighting because he is not an animal; he is fighting long after any animal would have fled. But that which upholds him is not an intoxication or an illusion; it is not something internal—on the contrary, it is the eye by which he can see what is external. He fights, quite literally, because he has not taken leave of his senses. He fights because his five wits are still the five windows which let daylight into the dwelling-house of his reason; he fights because he reasons. So a man reeling in real battle might have his ears dulled or his eyes darkened by wounds and weakness. But so long as he could hear at all, he would hear guns; and so long as he could see anything, he would see nothing but a foe. We also can see nothing but a foe; it is our reason, or all we have of it, that tells us that the foe is a fact—that the foe is a foe. Those who say they have seen his face turned to that of a friend have passed through weakness to delirium.

I have here drawn the truth as darkly as possible, because objective truth can be most clearly seen in the transparent air of tragedy. As a fact, we shall not reel or fall; but the point is that, if we did, the fact would remain the same. And the chief fact is the foe, who would remain with a smile upon his face, whatever we might fancy in delirium or the dreams of death. Even if we were likely to lose heart (which is, thank God, exceedingly improbable), it would be well to keep our head sufficiently to see what else we were losing. And so stupendously is the whole historic order which produced us staked upon this conflict that it would, perhaps, be easier to ask what we are not losing. We hear this conflict called, not unreasonably, the most horrible war of history. But the most horrible part of it is that it would not be the most horrible war. Wars more and more horrible would follow the failure to vindicate and restore Christian equity and chivalry in this one. This does not make the fight less ghastly to the feelings; but it does make it more inevitable to the mind. It is, even in its most intense agony, still a problem of

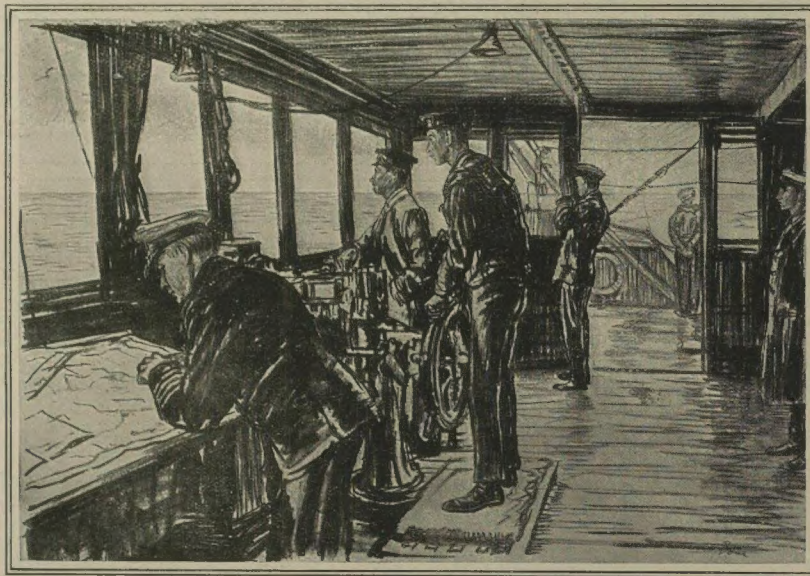
the reason, and even of the senses—of the sense of external things. And especially of the sense that recognises the posture of the enemy.

Now the posture of the enemy is one in which he is not strictly unique, but is certainly pre-eminent. Other peoples have incidentally fallen into the same fault; and we ourselves have been perilously prone to it—chiefly, I think, because the very power which is now our enemy was for so long our ally. But this is one of the cases in which we can rejoice that the English were not quite stupid enough to learn all that the Germans were stupid enough to teach. When we regret that our populace has not been thoroughly educated, we should remember that for a long time, at least, it would have meant its being thoroughly Teutonised. The distinction in question may be defined as the habit of manufacturing self-satisfaction out of any materials whatever. The deadly danger of this process consists in the very fact that it is facile,

to be very rapid and efficient in their manufactures; and they are certainly amazingly rapid and efficient in this sort of manufacture. Slow as they are sometimes called, they are swift enough in turning an accident into a compliment. We have seen this in each of the successive catastrophes or transformations which have been the huge by-products of this huge business. The accession of America to the cause of justice was even more of a controversial blow to the German case than a practical blow to the German policy. It demonstrated to heaven and earth that the Prussian position was indefensible; yet this extraordinary people does not consider it as making their defence more questionable, but merely as making their defiance more admirable. But while the strength of America is to increase their glory in the West, the weakness of Russia must not in the smallest degree diminish their glory in the East. To fail to take Paris, when there are quite inferior forces to defend it, is to be a hero borne down by the brute masses of this world. To succeed in taking Riga, when there is nobody to defend it, is to be the same hero eventually triumphant against odds, and dealing with the masses of mere men as if they were mice. One of the chief arguments of the German or the Pro-German was the neutrality of America; another was the autocracy of Russia. Both have been turned upside down as facts without ever being withdrawn or even corrected as arguments. This devouring self-approval, far out of proportion to that which is the general weakness of mankind, is the most solid of the external facts which we have to face. The peace of the world will depend not merely on the facts, but on the German version of the facts; and the facts must be made such that they cannot be perverted, at least past a certain point. It is vain to say that the foe must be merely curbed; if he is not conquered he certainly will not feel curbed—he will merely feel unconquerable.

It is evident to the senses, for those who have not lost their senses with mere

natural fatigue or exasperation, that this familiar fact is the meaning of all the most recent incidents. It is the meaning of the crazy story about a secret message from England begging for peace, which is not at all the sort of way in which our politicians would make peace, even if they were weak enough to make it. Indeed, they would not need now to make peace, but only to allow Germany to make it. It is the meaning of the parade of haughty hesitation over the Pope's proposals, combined with abrupt and airy remarks about the probable evacuation of Belgium. Having tried to make a virtue out of committing a crime, they are now trying to make another virtue out of having failed to commit it. What they want can be put in very plain and popular words; they want to swagger out of Belgium exactly as they swaggered in. What their apologists call the better feeling in Germany is a belated attempt to manufacture a magnanimous act out of the frustration of a mean act. Even if we were forced to abandon the task, there would be no need for us to abandon the truth; and even if our human appetites necessitated (as they do not) our acceptance of something which is not a sleep but a dream, our reason could still salute reality.



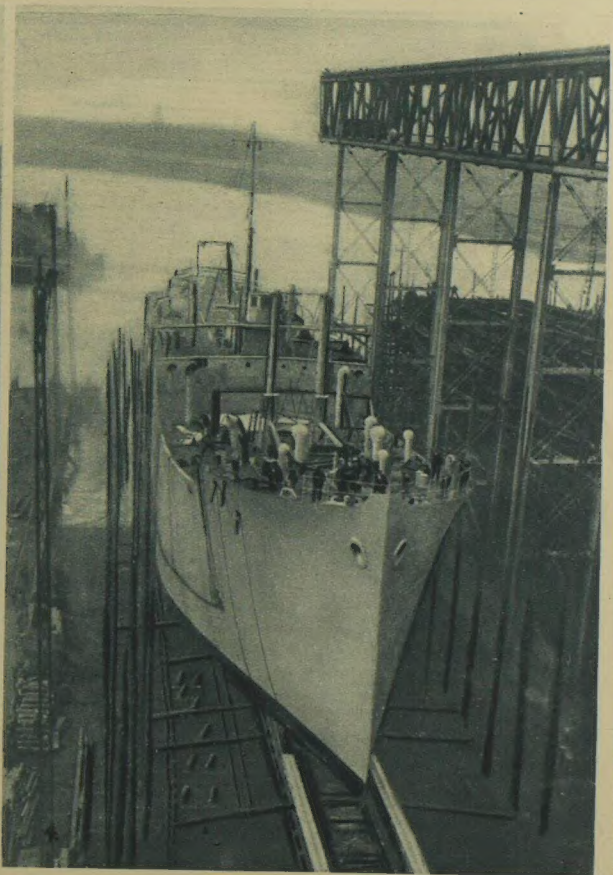
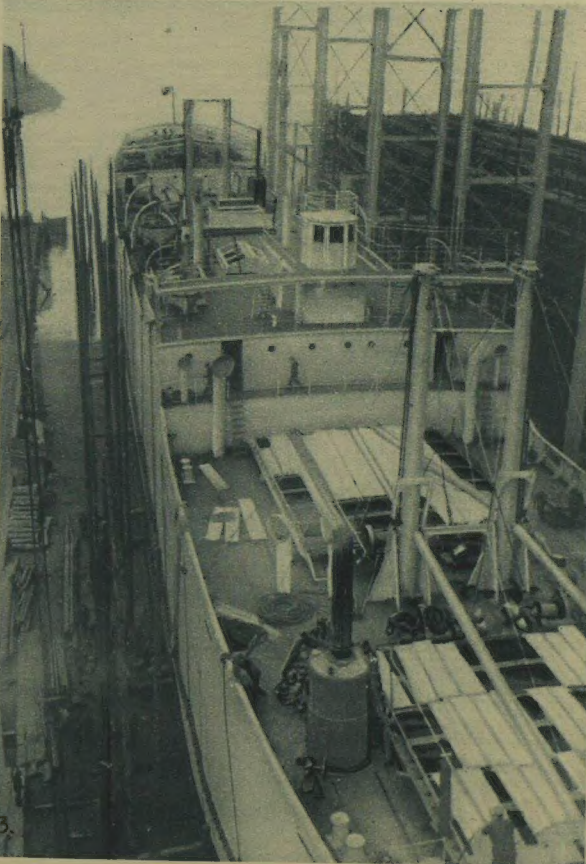
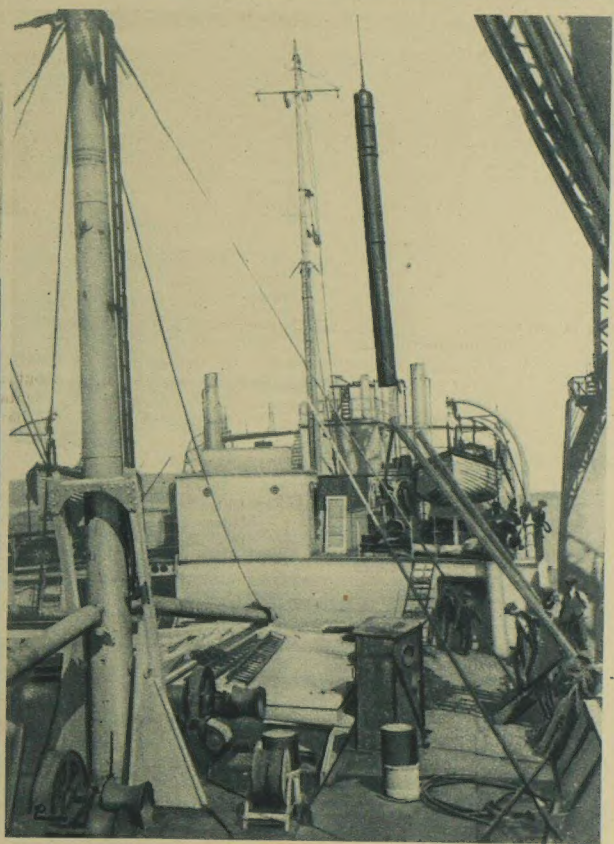
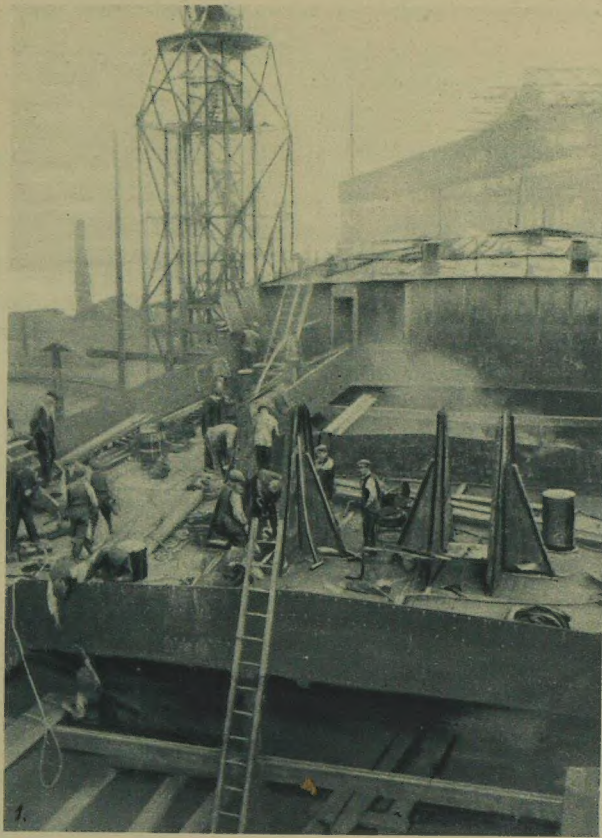
BRAVING THE U-BOATS: "THE BRIDGE OF A MERCHANT SHIP AT SEA"—A MUIRHEAD BONE DRAWING
The nearest figure is that of an officer who commanded a British transport, carrying troops, when it was torpedoed. Thanks to him and the crew, almost all were saved. Next stands the steersman, with the pilot close by, who is conning the vessel (not yet in open sea) through the port defences. Beyond the pilot an officer of the watch scans the horizon with his glasses for possible enemies. Behind the steersman is an apprentice, and at the far end of the bridge a look-out man. In the picture many of our readers will recognise Captain D. W. Bone, a brother of Mr. Muirhead Bone, the artist.

From "The Western Front," Part IX. Official Drawing by Muirhead Bone.

and therefore infinite; whatever I happen to be doing, I can always praise myself for doing it. If I walk, it shows my energy; if I sit down, it shows my composure; if I fall down, it shows my fearless acceptance of the risk. This infantile idea is developed with elephantine and laborious thoroughness in the schools of German thought. If the German is loved, it is because he is lovable; if he is hated, it is because he is enviable. If he contentedly merges himself in a foreign country, it shows he is a perfect colonist and citizen of the world; if he is conspicuously discontented and conspicuously detested in a foreign country, it proves he is too truthful and too nobly proud for the delicacies of more decadent societies. If he takes a town in a day, no other man could storm a place with such promptitude; if he cannot take it for ten years, no other man could sustain a siege with such patience. All this is pretty well known; but its practical bearing on the question of reason in war, and the right appreciation of external things, may well be worth noting. The reason why there must be an unmistakable victory over the German Empire is that anything short of it will be instantly turned, by the Germans, into an unmistakable victory for the German Empire. They are said

COUNTERING THE U-BOATS: STANDARD SHIPS TO REPLACE LOSSES.

OFFICIAL PHOTOGRAPHS.



1. THE STANDARDISATION OF BRITISH CARGO-STEAMERS: BUSY SCENES ON A "TRAMP" IN COURSE OF CONSTRUCTION.
3. A NEW STANDARD SHIP ABOUT TO TAKE THE WATER: A BIRD'S-EYE VIEW OF A "TRAMP" STEAMER BEFORE THE LAUNCH.

The work of building standard ships, to replace those sunk by German submarines, is proceeding apace. The King has seen some of them during his visit to the shipyards of the Clyde. At Greenock, for instance, he was shown the castings for the engines of

2. FINISHING OFF A NEW STANDARD CARGO-STEAMER: LOWERING A VENTILATING SHAFT INTO THE SHIP.
4. TAKING THE WATER, WITHIN FIVE MINUTES OF THE PREARRANGED TIME: THE LAUNCH OF A STANDARD "TRAMP."

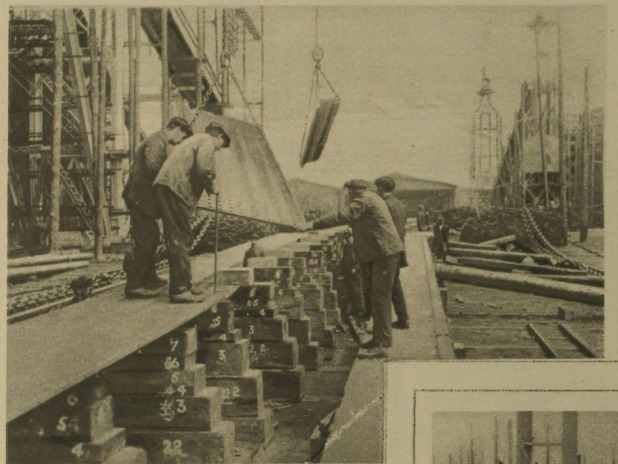
a new standard ship. Other methods of countering submarines are being successfully used. A Naval officer said recently: "Sinkings will continue, but the submarine is defeated. - If the public knew what we know, they would not have the slightest anxiety."

STANDARD SHIPS RAPIDLY BUILT TO REPLACE LOST

OFFICIAL

TONNAGE: ACCELERATED WORK TO COUNTER U-BOATS.

PHOTOGRAPHS.



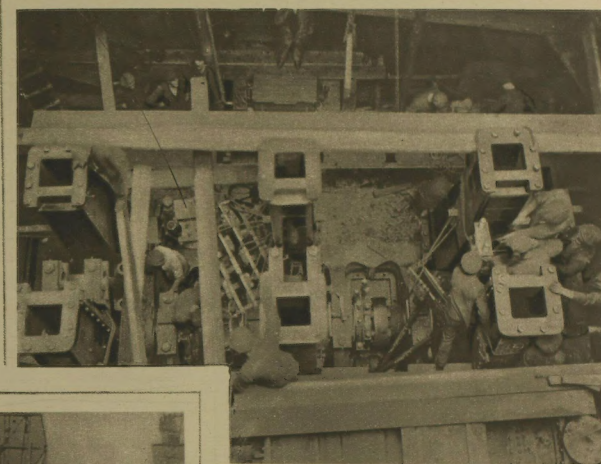
NO PAUSE IN BUILDING STANDARD SHIPS: LAYING KEEL-PLATES WITHIN FIFTEEN MINUTES OF THE SLIPS BEING VACATED.



SAFELY AFLOAT: ONE OF THE NEW AFTER BEING LAUNCHED.



BRITISH STANDARD SHIPS IN THE WATER LAUNCHED.



STANDARDISATION APPLIED TO ENGINES: A VIEW FROM ABOVE OF AN ENGINE-ROOM BEING PUT IN ORDER.



IMPROVED QUARTERS FOR CREWS OF STANDARD SHIPS: SEAMEN IN A TWO-BUNKED CABIN.



WITH A SISTER SHIP READY FOR LAUNCHING IN THE BACKGROUND:



MEN WORKING ON THE STERN OF A NEW STANDARD VESSEL.



ON BOARD THE FIRST OF THE STANDARD SHIPS PUTTING TO SEA: THE CAPTAIN AND FIRST OFFICER.

The recent reduction in the weekly totals of vessels sunk by German submarines, combined with the fact that the building of standard ships to replace them is now in full swing, affords ground for encouragement. It may be recalled that the Prime Minister stated in Parliament recently that, while the new tonnage built in this country during the first six months of 1917 was 484,000, in the second half of the year nearly 1,100,000 tons would be built and a further 330,000 tons acquired abroad, making a total new tonnage for the whole year of 1,900,000. The keel of the first standard ship was laid down last February, and she was launched in June. This vessel (shown in the lower right-hand photograph above) is the precursor of many hundreds of others. After the creation of the Ministry of Shipping last December, Sir Joseph Macley, the Shipping Controller, at once inaugurated a scheme for building standard ships, and they are to be registered as belonging to "His Majesty, represented by the Shipping Controller." "The system of work in the shipyards of the country,"

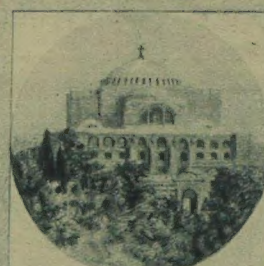
says the "Times," "has been revolutionized, with a view solely to secure the maximum amount of new tonnage within the minimum time. Practically all merchant-ship construction is now proceeding on standard lines for account of the State. The machinery has already been closely standardized, so that the engines will be available for any one of the same type of standard hulls. . . . It is understood that six types of cargo-steamer, known as A, B, C, D, E, and F, are at present being constructed, of about 8000 tons dead weight, 7000 tons, 5000 tons, and 3000 tons dead weight, and the construction of other types is being considered. . . . A notable feature of the new vessels is the improvement in the accommodation for the crews. . . . In place of the usual quarters in the fore-cabin, two-bunked cabins, or cubicles, each for two men, are fitted in the poop, and separate mess-rooms are provided for seamen and firemen." Other photographs of standard ships appear on the pages preceding and succeeding the above pages.



THE BUILDING OF ST. SOPHIA AT THE BIDDING OF THE BYZANTINE EMPEROR, JUSTINIAN: AN ARCHITECT AT WORK.



THE SETTING-UP OF THE FAMOUS METROPOLITAN CHURCH OF THE GREEKS AT CONSTANTINOPLE: JUSTINIAN INSPECTING A PLAN SHOWN TO HIM BY THE ARCHITECTS, ANTHEMIUS OF TRalles & ISIDORE OF MILETUS.



BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453, & THE CHURCH BECAME A MOSQUE: ST. SOPHIA.

SCIENCE JOTTINGS.

SUBSTITUTES FOR SUGAR.

THE reduction of the Government allowance of sugar to half-a-pound per head per week, and the impending issue of sugar-cards, has naturally caused many to turn their attention to the chemicals thrust under our notice as substitutes for it. Of these, saccharine, a German product extracted from coal-tar, is by far the most easy to obtain, being sold in tabloids of half a grain, each of which is said to be equivalent to one lump of sugar. This is true enough so far as its sweetening power is concerned, as it does produce an effect on the organs of taste hardly to be distinguished from that obtained from sugar. Unfortunately for most of us, the resemblance between the two substances ends here. Unlike sugar—which, as a carbo-hydrate, plays an important part in our dietary, and is especially “indicated” in the case of growing children—saccharine has no food value whatever, and, except in so far that it tickles the palate and thereby, perhaps, promotes digestion when taken in moderation, we might as well eat sawdust. It is, then, only a substitute for sugar in the same sense that pinchbeck is a substitute for gold, and its use before the war was restricted to the gouty and diabetic, who, having been bitten by their doctors to eschew sugar in all its forms, took this opportunity of gratifying “a sweet tooth” without going contrary to medical orders.

Lately, however, it has been said that saccharine is not only useless, but is positively hurtful as an article of diet. Dr. H. C. Ross, whose brilliant researches under the McFadden Foundation at the Lister Institute and elsewhere were long since noticed in these columns, says that saccharine, like other coal-tar derivatives, is an “auxetic”—or, in other words, has the effect of increasing the rate of proliferation of certain cells—and may therefore have a bad effect on persons predisposed to cancer. As, however, the cancerous growth would have to be in the stomach, or at any rate in the alimentary canal, before it could come in contact with the saccharine, this would only affect a very small number of persons already invalid. The (American) Dr. Jordan has also announced that he has found the taking of more than three-tenths of a gramme of saccharine daily to have a bad effect on the digestion. But each half-grain tabloid of saccharine only contains 0.32 grammes, and it would therefore be necessary to consume ten tabloids daily to get up to the

danger limit. As tabloids of saccharine—or of its English equivalent, “saxin,” which is said to be the same substance in more concentrated form—are now sold at two shillings per hundred, the price may be relied upon to prevent any but millionaires from thus doing themselves serious injury.



IN A YARD WHERE STANDARD CARGO-STEAMERS ARE UNDER CONSTRUCTION: PREPARING A HAWSE-PIPE FOR A NEW SHIP.—[Official Photograph.]

The other substitute for sugar brought to the notice of the public is glucose, which has been recommended for jam-making. Glucose, however, in a state of chemical purity, is merely grape-sugar, and has a sweetening power something like half that of cane-sugar. It has been made synthetically by Professor

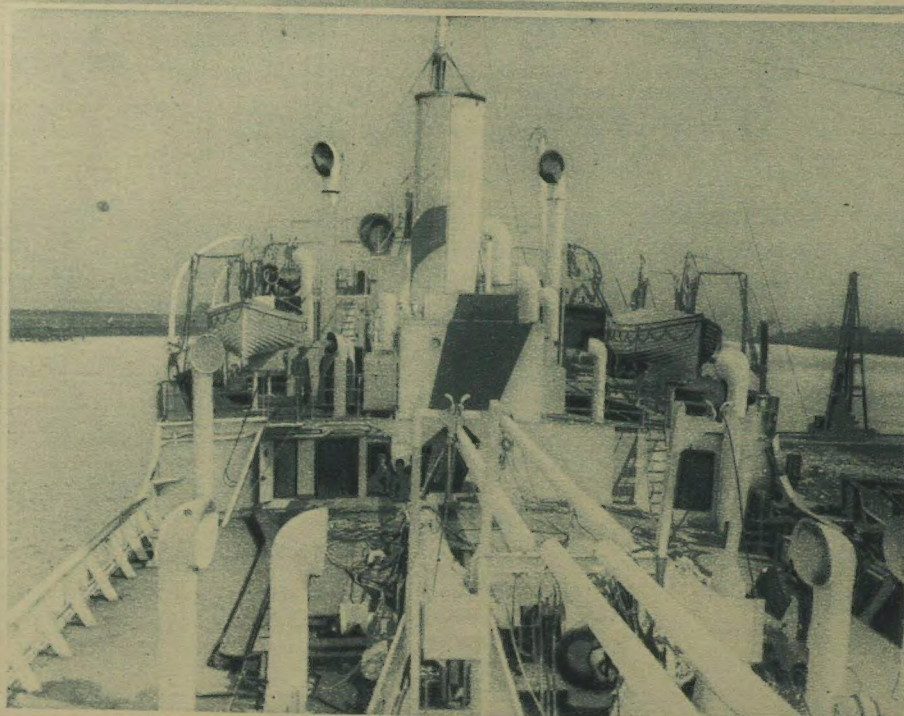
Fischer and others; but it has, I think, yet to be shown that it has the same effect in preserving fruit as its dissacharoid brother. As for its price, it has already increased considerably since the war, and if there were to be any great run on it this would doubtless soon become prohibitive. It does not seem, therefore, that either of these chemical substitutes is at present within the reach of the million.

There remain the natural substitutes for sugar to be found in the ordinary person's diet, and these are, perhaps, best summed up in the one word carbohydrates. First of these, of course, comes fruit, which contains a considerable amount of a peculiar sugar called laevulose, or fructose, which ranges from little more than 3 per cent. in green plums up to something like 50 per cent. in dried apples and figs. Of all fruits, the most nutritious is the banana, three dozen of which are said to be equivalent to six pounds of white bread. Then there are vegetables, such as carrots, parsnips, and beetroot, which all go directly to replace the loss of sugar in the diet; and mushrooms, which also have a fairly high sugar content. Lastly, come such things as cereals, rice, peas, and beans, which not only contain some sugar in themselves, but also supply a fair quantity of calories or heat-units in easily assimilable form. The worst of it is that the supply of these last is being reduced at the same

time as that of sugar, and can therefore not be relied upon to replace its deficiency to any but a very limited extent. Bread, which really contains most of the elements of a perfect food, including a certain amount of sugar produced by the conversion of some of its starch on fermentation,

would be particularly useful in this respect, were it only available in sufficient quantity. Meanwhile, it may be considered whether something may not be done in this way by toasting as much of the bread taken as possible, and thereby turning it into dextrins, which are themselves one of the stages on the road to sugar.

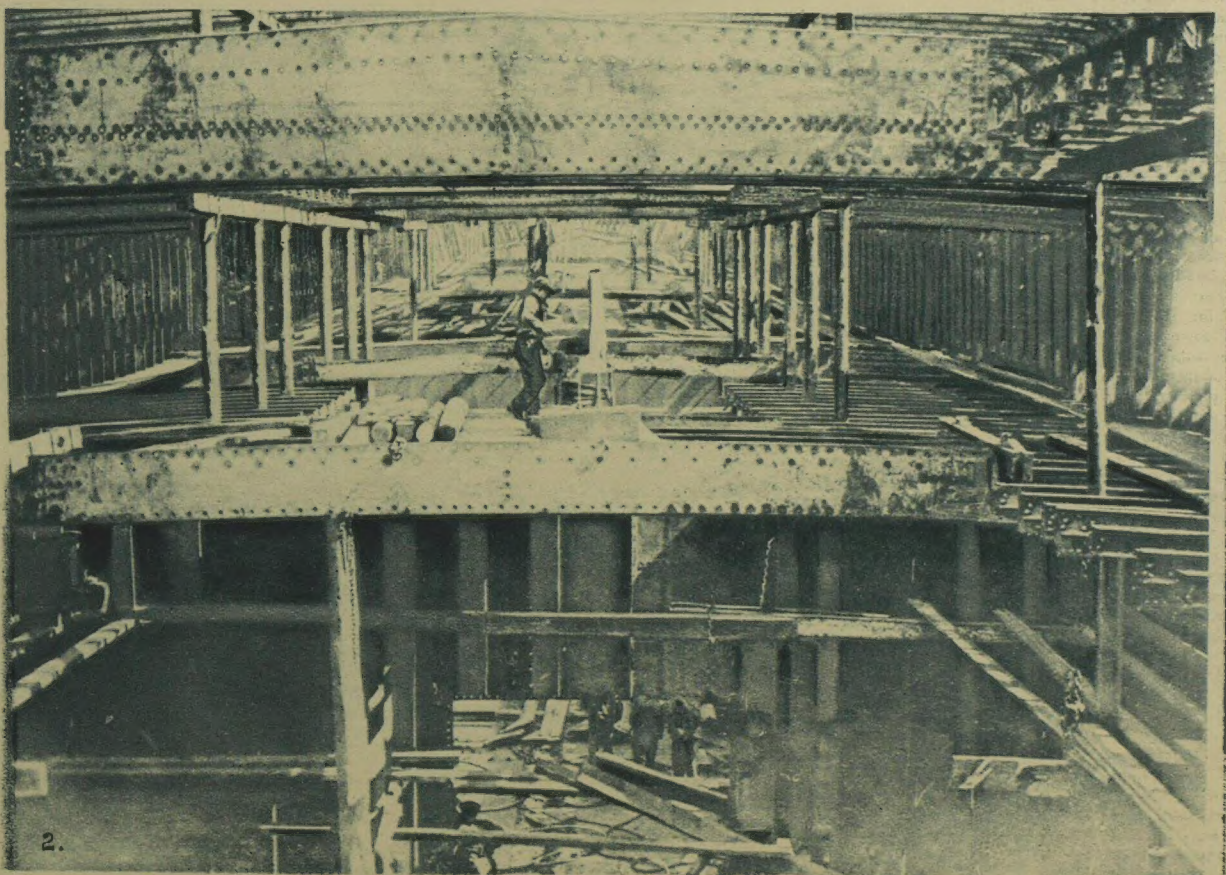
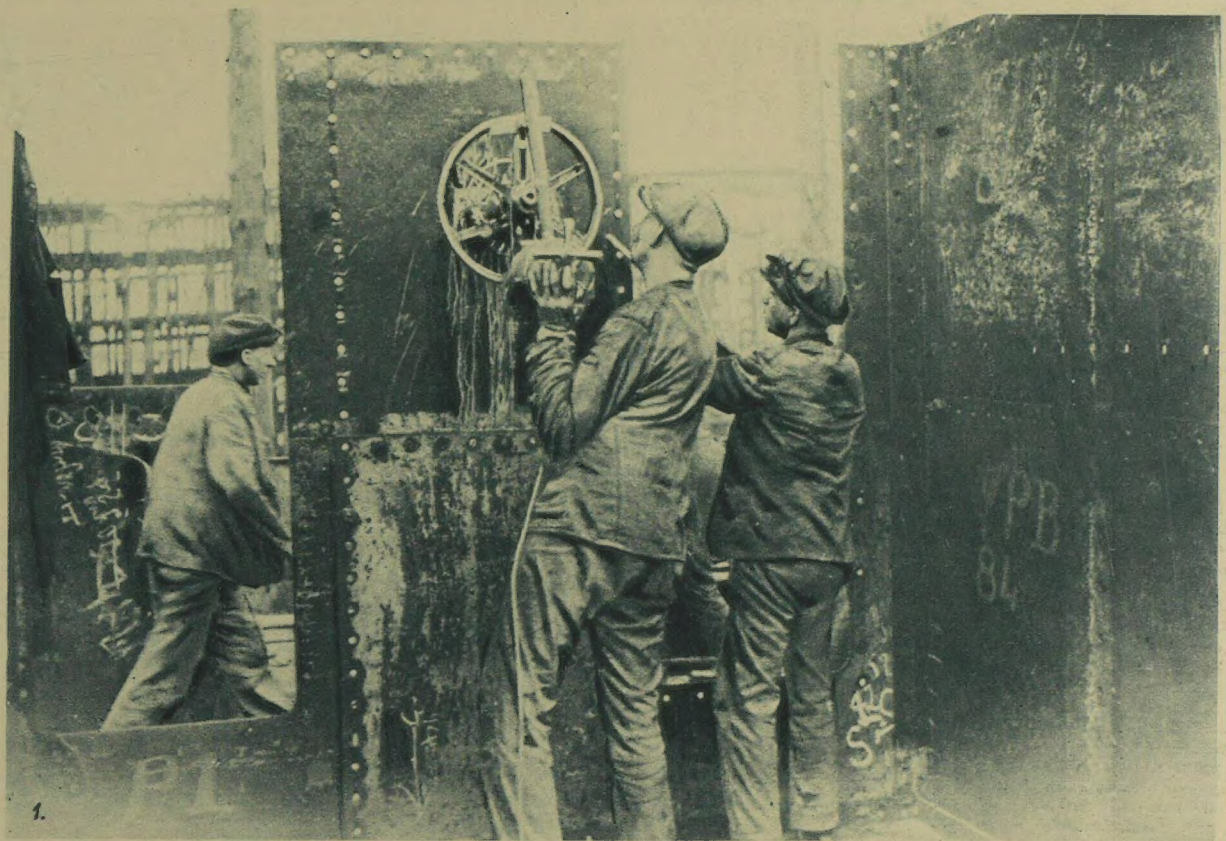
Generally, it may be said that, while there is no objection to the use of saccharine or saxin for most people in tea and coffee—where it can hardly be used to excess—it would be well to restrict its use as much as possible in cookery. We should eat, as long as the sugar scarcity lasts, as much fruit and vegetables of the kind indicated above as we can easily come by, and toast our bread. While with children the sugar habit is both natural and necessary, with adults it is one which can be dropped without much inconvenience.—F. L.



STANDARDISATION IN SHIPBUILDING TO MEET THE SUBMARINE MENACE: A NEW STANDARD SHIP COMPLETED AND READY FOR SEA.—[Official Photograph.]

PART OF OUR ANSWER TO GERMAN SUBMARINES: STANDARD SHIPS.

OFFICIAL PHOTOGRAPHS.



1. SECTIONS AND PARTS STANDARDISED TO THE UTMOST POSSIBLE EXTENT: CUTTING A PORT-HOLE FOR A NEW BRITISH STANDARD SHIP.

2. A NEW STANDARD "TRAMP" (CARGO-STEAMER) UNDER CONSTRUCTION: A VIEW BETWEEN DECKS, WITH WORK IN PROGRESS.

The above photographs continue the set given on the three preceding pages, illustrating the construction of the new standard ships. "The various types," said Sir Joseph Maclay, the Shipping Controller, in describing the work, "are constructed as economically as possible, and are thoroughly efficient. They are adjusted for quick loading and fast

discharging, and are plentifully supplied with winches. Some of the ships are specially adapted for carrying grain, being single-deckers; others, with twin decks, will be suitable for carrying any class of cargo. The engine-room is large and airy—in fact, everything about the ships is of the most modern character."

INDUSTRIOUS RUHLEBEN PRISONERS: A FLOWER AND VEGETABLE SHOW.

PHOTOGRAPHS BY NEWS ILLUSTRATIONS, LTD.



AT THE RUHLEBEN HORTICULTURAL SOCIETY'S SUMMER FLOWER SHOW: THE SWEET PEA EXHIBIT.



GROWN FROM SEEDS PRESENTED BY MEMBERS OF THE ROYAL HORTICULTURAL SOCIETY, LONDON: THE VEGETABLES.



IN THE NURSERIES OF THE RUHLEBEN HORTICULTURAL SOCIETY: A VIEW LOOKING EAST.



RELIEVING THE TEDIOUS DAYS: MEMBERS OF RUHLEBEN HORTICULTURAL SOCIETY.



IN THE NURSERIES OF THE RUHLEBEN HORTICULTURAL SOCIETY: A VIEW LOOKING WEST.



WHERE SOME 2000 PLANTS WERE EXHIBITED: THE RUHLEBEN HORTICULTURAL SOCIETY'S SHOW AN INTERESTING SECTION.



IN THE VEGETABLE GARDEN AT RUHLEBEN: ONE OF THE MELON FRAMES, WITH "SUTTON'S RINGLEADERS" WEIGHING 3½ LB. EACH.

Most of the British civilians interned in Germany were sent to the camp for civilian prisoners at Ruhleben, where about 4000 people were originally placed. Some have since been released. As mentioned under illustrations of the camp in our issue of January 27 last, the conditions there had by then much improved, and the prisoners had means of occupation and exercise both in and out of doors. To these has now been added that of gardening, and our photographs afford evidence of the great industry displayed by the inmates in this respect, and of good organisation in the camp. The Ruhleben Horticultural Society was started in September 1916, and a piece of waste

land was placed at its disposal. Bulbs and seeds were sent over by members of the Royal Horticultural Society and by Brigadier-General Frichard. Public gardens were formed in various parts of the camp and planted with all kinds of bulbs. On April 7 a bulb show was held in the Y.M.C.A. hall, and this was followed on August 3 and 4 by a highly successful Flower and Vegetable Show, where about 2000 plants were exhibited, a special feature being made of the Sweet Pea Section. The subscription to the Society is one mark, and by the date of the Show the Society numbered 921 members. The woodwork of the frames and greenhouses was made by interned workmen.

THE SALONIKA FIRE SEEN FROM THE AIR: HISTORIC PHOTOGRAPHS.

BRITISH OFFICIAL PHOTOGRAPHS.



"BY MIDNIGHT THE WHOLE SEA-FRONT WAS DOOMED": THE GREAT FIRE AT SALONIKA—A VIEW FROM THE AIR, WITH THE ENGLISH QUAY IN THE FOREGROUND; AND (BELOW) A VIEW FROM KALAMARIA.

The remarkable interest of these photographs, taken (one from the air) during the burning of Salonika in the great fire of August 18-20, makes it quite unnecessary to apologise for reverting to the subject, already illustrated in our issue of September 15. The fire began in the afternoon, and our upper photograph was apparently taken in its early stages. A vivid account by an eye-witness, published in the "Daily Telegraph," said: "By

midnight everybody had realised that the whole sea-front was doomed. . . . Here again, the Navy came into service. All the lighters possible were run into the quay wall, and crowds and baggage were conducted or carried on board. . . . By the time the front was blazing in one great cliff of orange and-white light, practically all the people had been got out of harm's way." Two-thirds of the city—some 4200 buildings—were destroyed.

THE SURRENDER OF A GERMAN "PILL-BOX" TO THE BRITISH: FRITZ "HOLDING UP THE CEILING."

DRAWN BY R. CATON WOODVILLE FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



THE CAPTURE OF A STRONG POINT IN THE NEW SYSTEM OF GERMAN DEFENCE: THE GARRISON OF A MACHINE-GUN BLOCKHOUSE SURRENDERING TO BRITISH TROOPS.

A great feature of the enemy's present system of defence on the Western Front is a series of strong concrete-built blockhouses, known as "pill-boxes," armed with numerous machine-guns, a typical example of which is shown in our illustration. The British troops, in their recent advances, have captured a number of these formidable strongholds. Several, for instance, near Langemarck, fell to parties of men of the Somerset Light Infantry, as described by Mr. Philip Gibbs. "There were two more blockhouses," he writes, "on the Langemarck road girted by machine-gun fire. The first one was rushed by twenty men, led by this young officer . . . and bombarded until thirty Germans tumbled out and surrendered. But beyond was the other blockhouse, and upon this the officer of the Somersets advanced with only six men. A machine-gun was

firing from the right of it, and it was a strong place of concrete with no open door. The seven Somersets went straight for it, and their officer flung two bombs through the loopholes, but they did not seem to take effect. Then he hurled two more bombs, which were his last, at the iron door, but they did not burst. With his bare fists he beat at the door, and shouted out: 'Come out, you blighters!' They came out, not two or three, nor six or seven, but forty-two stout and billy men. . . . Our bombardment had cut off their supplies, so that they were fast days hungry when they surrendered. . . . There were eight machine-guns in that last blockhouse, one of which I saw in-day, and two of them fitted up with new springs. One of them was worked on a hydraulic lift, so that it could be got into action quickly."—[Drawing Copyrighted in the United States and Canada.]

TRAINING FOR THE WESTERN FRONT: PORTUGUESE IN ENGLAND.

PHOTOGRAPHS SUPPLIED BY L.N.A.



PORTUGUESE TROOPS AT A BRITISH TRAINING CAMP: MEN OFF DUTY IN ONE OF THE HUT BARRACK-ROOMS.



AT THE CLOSE OF A DAY'S FIELD-EXERCISE: A COLUMN ON ITS MARCH BACK TO CAMP.



A TURN-OUT FOR ROUTE MARCHING: COMPANIES OF A PORTUGUESE BATTALION FALLING IN BY THE ROADSIDE.



ON RETURNING TO QUARTERS AFTER A DAY'S WORK: A CLEAN AND BRUSH UP IN THE BARRACK-ROOM.



AT THE HEAD OF THE COLUMN WHILE ON THE MARCH: THE BUGLERS OF A BATTALION.

Portugal is contributing to the Allied cause in Europe a very notable number of troops of all arms—cavalry, infantry, and artillery. And the Contingent for service on the Western Front is additional to the Portuguese troops fighting, with the British and Belgians, in German East Africa. That in itself is a strong and well-equipped force, and it has rendered and is rendering good service in the coast campaign. For a considerable time past a large number of Portuguese troops have been on the Western

Front in France, where they have distinguished themselves in action. Certain corps also of the Portuguese Expeditionary Army are, as our illustrations record, now in England, undergoing training, or, at least, receiving finishing touches to their war training. The Portuguese war training began on mobilisation, immediately after the break with Germany. We published illustrations of the Portuguese during their home training at that time, in these pages and in the "Illustrated War News."

"ECONOMY IN MEN AND MUNITIONS": LUDENDORFF'S ADMISSION.



WITH HIS CHIEF, WHOM HE IS SAID TO DOMINATE: GENERAL VON LUDENDORFF (ON THE RIGHT) AND FIELD-MARSHAL VON HINDENBURG LEAVING THEIR HEADQUARTERS.

General von Ludendorff, Chief of the German Imperial General Staff at Main Headquarters, has been described as "the most powerful personage in Germany since the July crisis." An Army Order recently issued by him, and published by Mr. Henry Wood, correspondent of the United Press of America, contains some very significant admissions that point to a state of approaching exhaustion in the German Army, both as regards man-power and war material. "Economy in men," runs the Order, "is even more important than economy in munitions. . . . It is necessary to use munitions as carefully as possible, according to the orders previously given on repeated occasions, and on the other hand

to regulate our fighting methods . . . so as to diminish our losses." These words tell their own tale, and emphasise the recently expressed optimism of General Smuts, who said to the London representative of the "Journal": "To-day we have won, and the Germans know it quite well. . . . Peace may be near or may be far off. But the issue is no longer in doubt." General Smuts, however, warned the Allies against any tendency towards a relaxing of national efforts. "Before we even think of peace," he said, "we must be certain to be able to end for ever the military imperialism which caused the war. In spite of the horrors and the carnage, we must continue."

AFTER THE GRAND MONARQUE'S EXAMPLE: A FRENCH ARMY THEATRE.

DRAWN BY FRÉDÉRIC DE HAENEN AFTER A FRENCH OFFICIAL PHOTOGRAPH.



THE VALUE OF THE STAGE IN WAR: AN AUDIENCE OF FRENCH OFFICERS AND MEN, WITH SOME VILLAGERS, AT A PERFORMANCE OF THE *THÉÂTRE AUX ARMÉES*.

Louis XIV. used to take a company of players with him on his campaigns, a custom ridiculed by Carlyle, but modern military authorities know that the Grand Monarque was wiser than the Sage of Chelsea: they, too, realise the value of the stage in keeping up the spirits of troops at war. Writing from the French front earlier in the year, during a lull in active operations, Mr. G. H. Perris said: "For educated men the boredom would become positively dangerous did they not learn to adapt themselves to a primitive kind of life. . . . It is in these intervals that the work of the Theatre of the Armies has been found particularly valuable. In France the theatre is still in the highest sense

a national institution, and what was at first a modest local experiment of some soldier-artists, seized upon by the enthusiasm of many leading actors and actresses, has become one of the most important means of maintaining good humour and mental alertness among the tired soldiery. The performers . . . are abundantly rewarded by the attention and gratitude they can now everywhere count upon." The British services also encourage theatrical entertainments for sailors and soldiers, both abroad and at home. The Entertainment Department of the Navy and Army Canteen Board has recently established eight official Army theatres at various military centres in this country.



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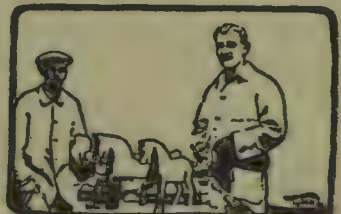
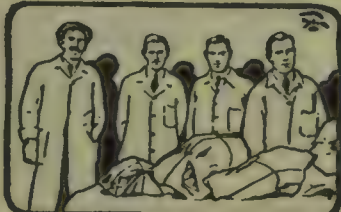
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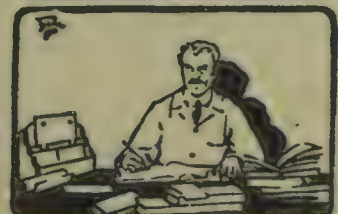
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LITERATURE.

"The Latin at War."

The scheme of Mr. Will Irwin's "The Latin at War" (Constable) is a pleasant break in the monotony of the books which will one day serve as material for the real history of the present conflict. It is, like the rest, descriptive; but the American correspondent has taken the temperament of the race as his keynote, and this gives his work an individuality which makes for permanent value. He has seen much of the wonderful effort of the Italians on their most difficult battle-ground, and "to the Alpini, good hosts, perfect comrades, valiant fighters," he dedicates his record. But first he glances shrewdly at the effect of war on another family of the Latin people. He began the tour here described with a visit to Paris in February 1916, during "a period of tense, hidden drama, re-echoing the louder drama of Verdun." He saw the silent endurance of the French behind the fighting line, their splendid spirit of sacrifice, their unshaken resolution. The picture of civilian Paris, "the city of unshed tears," "carrying on" amid privation is explanatory of much national heroism. All classes were hard hit—none more

their pooling of scanty means, their beautiful charity, their delicately humorous saving of the face of proud poverty, reads like a new chapter from Mürger's "Bohemians." It is all very charming in its half-droll, half-pathetic revelation of the Gallic spirit. Thence Mr. Irwin passes to the storm and stress of the Isonzo front. His narrative supplies many gaps in public knowledge. Of unfortunate necessity, we cannot fully realise that extraordinary drama of the peaks, for the official despatches are at the best but bare outlines of strategy. Mr. Irwin, however, puts the human element into the scheme, and brings his readers into close and warm touch with the Italian fighting-man, who is often curiously Americanised and keen to practise his United States English on the American correspondent. Mr. Irwin's nationality was never for a moment a secret as he moved through the trenches. He was continually hailed by some voice or other exclaiming "I work in New

York—I come here for the war." The changes on these phrases are rung *ad infinitum* throughout the story, and become at last a sort of comic refrain. There are other queer incidents of modern war, such as the presence of the cinema operator in the front trenches of the Isonzo. But the story is, for all that, very stern, very thrilling, very heroic. Besides the Paris vignettes, Mr. Irwin has other chapters on the war in France in its active phase. He has had first-hand evidence not only of our Allies' gallant defence and offence, but of German infamy, of horror and outrage beyond belief, had we not already known the pages of the Bryce Report. But the book is only one more proof of the stupidity and futility of "frightfulness." The Latin peoples are set; they will see this thing through to victory.

Pictures of Ruined Belgium.

It is well that the German enormities in Belgium at the beginning of the war should not be forgotten, overlaid as they have been by the ever-

growing list of crimes that have succeeded them. Belgium herself can never forget, and it may be that ere long she will be in a position to exact retribution on any Germans that are found within her borders. What will happen then? The record of the German reign of terror has been preserved, by pen



PIGEONS ON WAR-SERVICE: BIRDS IN FLIGHT ABOVE THEIR TRAVELLING-COT.—[French Official.]

and pencil, in "Pictures of Ruined Belgium" (The Bodley Head), a thick volume containing seventy-two pen-and-ink sketches by Louis Berden, and a narrative, based on official reports, by Georges Verdavaine, printed with the French text faced throughout on the opposite page by an English translation, the work of J. Lewis May. To read the book consecutively is almost unbearable, for on nearly every page of the 245 there is a sickening story of murder and outrage, not to mention pillage and incendiarism. Dipping into this ghastly catalogue of accumulated horrors, one is astounded anew at the incredible cruelty and bestiality of the German character as thus revealed. While M. Verdavaine tells of the human blood spilt by the invaders of Belgium, as well as of the havoc wrought upon her towns and buildings, M. Berden's drawings deal mainly with the latter phase of the subject. Their value consists, perhaps, less in their artistic merit, though that is considerable, than in the fact that they were all drawn on the spot, with careful detail, thus

(Continued overleaf.)



UNITED STATES SOLDIERS IN TRAINING IN FRANCE: MARCHING ALONG A COMMUNICATION-TRENCH.—[French Official.]

hardly than the brotherhood of art. Most of the painters, singers, and players were at the front; but their dependents, a great body, were sore put to it to live. The story of their ingenious shifts, their truly French economies,

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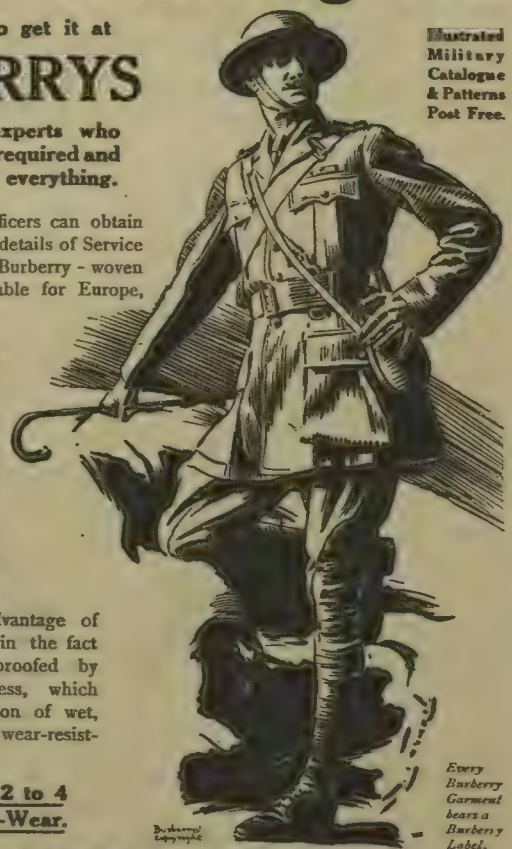
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"The Soul of Ulster." Lord Ernest Hamilton is sure of a wide audience for "The Soul of Ulster" (Hurst and Blackett). He expounds a question which is always acute, and which at the moment may or may not be on the point of settlement. Lord Ernest opens with an admirable little historical sketch of Ulster from the days before the Colonisation, down through the Cromwellian period and the Rebellion of 1798 to the present times. The author knows the country and the people; he sees the problem as a question of race. Had the colonists ever intermarried

TWO NOTABLE WAR PUBLICATIONS: THE DRAWINGS OF MUIRHEAD BONE.

A LIBERAL education in the work which is being done by the Army and Navy in the Great War is to be found in the realistic drawings of Mr. Muirhead Bone, in which he has portrayed with strength and subtlety many phases of the achievements of our fighting men in both Services, and of the workers who have provided our soldiers and sailors with a huge equipment of munitions and weapons of war, often of a hitherto unknown kind. In Mr. Muirhead Bone's drawings even those to whom the scientific side does not specially appeal cannot fail to realise the unparalleled scale of the world-conflict; and the mighty

"war of workshops," and in "The Western Front," and the Portfolio of drawings. "With the Grand Fleet," this, as well as the purely military, naval, and human sides, is represented. The letterpress, by Captain C. E. Montagu, is admirable. He refers, for instance, to the captured German retreat of February and March 1917, in a striking "parable" of a man under a motor-car, who cuts off his foot to avoid being burnt alive. "One does not," he says, "cut off a foot except to save something like life." It is a strange and almost incredible fact that, even yet, there would seem to be some people who utterly fail to realise the horror and world-calamity of the war, and are able to take life lightly, as though the life-and-death struggle were only a series of more or less interesting incidents, to



ON THE WESTERN FRONT: AMMUNITION GOING UP THROUGH OLD GERMAN LINES.—[Official Photograph.]

with native Catholic girls, Lord Ernest believes that the two forces would long ere now have harmonised. He still looks upon the Catholic Church as the barrier to the union necessary to a permanent settlement for Ulster. He is bold enough to risk the conjecture that this reconciliation may be the ultimate work of the Sinn Fein, which will draw race to race, and dispel misunderstandings and hatreds. The Roman Church, in Lord Ernest's opinion, "interposes impassable barriers of moral barbed wire between the native population and the Protestant colonists." Hatred of England is a priest-manufactured article, without reality. Lord Ernest's dream is very pleasing. We would gladly see it come true. But does he take enough account of Protestant sentiment? Is that, too, a manufactured article?

efforts on the part of both workers and fighters which it involves. As Field-Marshal Sir Douglas Haig says of Mr. Muirhead Bone's drawings, in his Preface to "The Western Front," Vol. I. (Country Life, Ltd.): "I have been asked to write a foreword to Mr. Muirhead Bone's drawings. This I am glad to do, as they illustrate admirably the daily life of the troops under my command. . . . The destruction caused by war, the wide areas of devastation, the vast mechanical agencies essential in war, both for transport and the offensive, the masses of supplies required, and the wonderful cheerfulness and indomitable courage of the soldiers under varying climatic conditions, are worthy subjects for the artist who aims at recording for all time the spirit of the age in which he has lived." It is obvious that the great soldier realises that this is largely

be gossiped about, instead of the bringer of peril and pain beyond belief, and unknown in the story of the world. The drawings of Mr. Muirhead Bone cannot fail to convince even the most thoughtless that the war is a hitherto inconceivable horror, without parallel and beyond the pale of imagination. They are not merely admirable as works of art, but they convey a stern lesson by their realism.

In "With the Grand Fleet" (Country Life, Ltd.), Mr. Muirhead Bone shows, in a series of six drawings, in the first Portfolio, the stupendous work which is being done, and his art is worthy of his subjects. The drawing of "H.M.S. Lion in Dry Dock" is a masterpiece of suggested power and fine technique. The drawings in this Naval album are destined for the British Museum.

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NEW NOVELS.

"Lonesome Heights." Mr. Halliwell Sutcliffe stands still, with feet firmly planted on the Yorkshire moors. He has a clear perception of his Yorkshiremen, admits no variation, expands into no wider method than faithfully to set down what he believes to be the type. It may be. It is a very conventional type. "Lonesome Heights" (Ward, Lock) is conventional. It is without vision of the delicate, intricate machinery of men and women. If he has this vision, Mr. Sutcliffe has come to the conclusion that psychology, of any but the obvious plot-producing sort, is best kept out of a romance, and accordingly he has kept it out. The result is to give the impression of a book well written—indeed, in some of its descriptive passages quite finely written—but entirely without inspiration. The opening chapter, for instance, when the Squire waits to hear of the birth of his heir, and presently is told that he is the father of twin sons, is a wooden business—a beautifully painted lath. The Squire! His very title conjures up a man of the boards, and the stage feudalism of the conditions in which he lives are accentuated by the choros of bucolic tenants. Never once, in reading "Lonesome Heights," does a flash, a thrust, startle the reader into the quick delight of finding live, creative thought busy about this matter of making books. Of course, it is a story. It is a love-story—a very pleasant love-story. It is nice clean stuff. There are thrills. But mediocrity rules, and this in a novel-writing world that has marched, further than Mr. Sutcliffe knows perhaps, in the last decade.

There have been books written about dogs; but never before a dog story with so many adventures in it as "Jerry of the Islands" (Mills and Boon), and seldom, we think, one with such a satisfactory ending. The pathos comes in the right place, which should not be the close of the last chapter in any yarn about a creature as beloved as an Irish terrier. We have done with the "Black Beauty" cult for ever, and Mr. Jack London's romance has given it its death-blow. Jerry was born in the South Pacific Islands, and bred to all the finer qualities

of his race. He was deeply affectionate, by nature fearless, discriminating, and a royal fighter. Had he not been



THE BATTLE OF THE MENIN ROAD: A PADRE GIVING WATER TO A WOUNDED MAN.—[Official Photograph.]



THE BATTLE OF THE MENIN ROAD: A DRESSING-STATION NEAR ZONNEBEKE—TREATING BRITISH AND GERMANS. Official Photograph.

these things, he would not have survived his excursion to the islands of the head-hunters, where tragic happenings befell those with whom he began his seafaring adventures. "Jerry of the Islands" is much more than the story of Jerry, so that even that strange being who has an antipathy to dogs may read it with interest, and even enthusiasm. The vivid, terrible pictures of the Solomon Islanders are remarkable, and their cunning is drawn with a vigour that serves to reveal how unimpaired Mr. Jack London's great ability remained to the end, and what promise still lay in his future. The dark places of the Earth that are the habitations of cruelty have never been more brilliantly illuminated than in these masterful sketches of the ways of the head-hunting communities. Beside the naked savage at home, the "blackbird," whose nickname has an evil sound, is a creature of sweetness and light, and a British war-ship shelling villages no more than a fatherly and (to admit the truth) rather futile policeman. Every line of "Jerry of the Islands" is good reading.

If the providence that watches over the simple had not been taking care of "Ganymede Bunn," his adventures as a horse-dealer would have culminated in lamentable tragedy, instead of the happy ending that leaves us in Miss Dorothea Conyers' debt for an after-taste of good cheer. "The Experiments of Ganymede Bunn" (Hutchinson) is not exactly farce, but neither is it a credible comedy. Perhaps the best way to look at it is as one more of Miss Conyers' delightful capers with hound and horse across the green pastures of Ireland. It begins in a suburb, with Ganymede, the grocer's nephew, coming into a legacy of twenty thousand pounds—Ganymede, whose horizon had been bounded hitherto by three pounds a week. He had the soul of a sporting man, and, acting on the advice of a hare-brained Irish gentleman, he sets off to deal in horses in Cahervally. Need we say that misfortunes thicken about him? Luckily for us, there is something in Miss Conyers' treatment of his folly that leads us to suppose Ganymede will have a way found for him out of his difficulties; and this is indeed the case. A very pleasing tale.

CLUB MEMBERS INTERVIEWED.

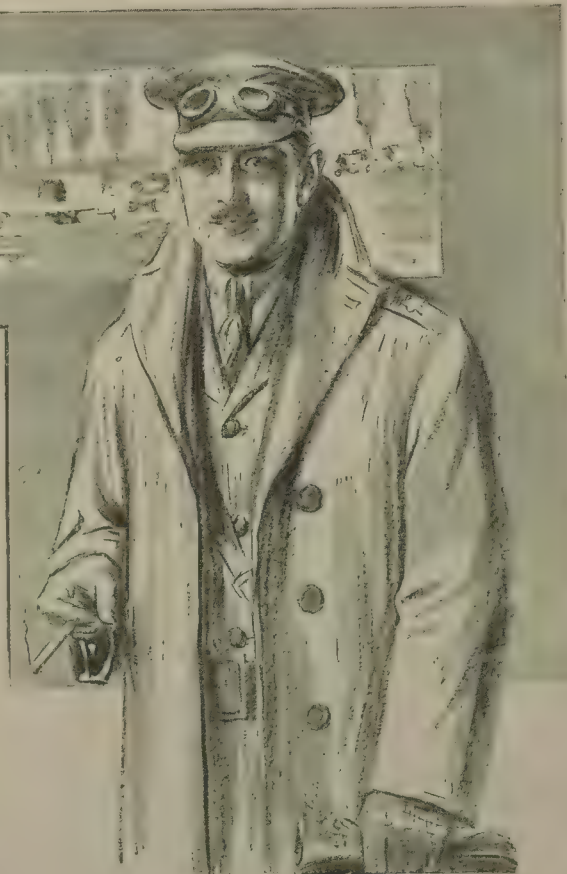
The Captain Mechanical Transport

I've often wondered what job that poet Johnny was on when he wrote, "Through the ruts in the road that the rain had made, and where there was never a road." I'm wise now. He was in Emma T's. However, I bump and bear it. The grin comes when I get going with an Army Club Cigarette. It's a smoke that makes a man forget little affairs like diving acts in Johnson's holes, and places that are umpteen miles from nowhere. I believe my chaps always wait to see me light up before they toddle up with their tales of woe. They know that good temper is my long suit when I'm behind an Army Club. Let me alone with my convoy and plenty of Army Clubs, and I'll jog along contentedly till Fritz's military machine goes on the scrap-heap.

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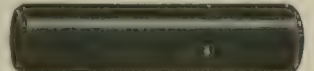
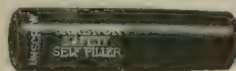
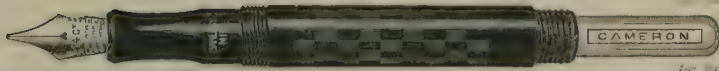
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THE CHRONICLE OF THE CAR.

The Use of Coal-Gas.

To what extent coal-gas will take the place of petrol in after-the-war motoring is entirely problematical, but there is no doubt the present difficulties connected with the supply of motor-spirit are producing good effect in directing close attention to gas as an alternative. At the moment, the chief disability which has to be surmounted is the matter of storage on the car of a sufficient quantity of gas to make it worth while to incur all the expense of installing the necessary fittings, which, again, are unwieldy and more than a little unsightly. That is especially the case where gas-containers of the balloon type are used. They certainly have the merit of lightness as compared with the metal-cylinder form of gas-holder, but they have the grave disadvantage of relatively enormous size, coupled with an extremely restricted capacity. The metal cylinder is capable of carrying quite a useful charge, since the gas can be carried under considerable pressure; but here again we come up against another grave disability in the shape of excessive weight. The *Autocar* describes a very clever adaptation of well-boring tubes to form a gas-holder capable of containing enough of the hydro-carbon to carry a Ford car a distance of fifty miles. As fitted, it is not a bit unwieldy, and I have no doubt it works as well as it is possible for such a device to work. The trouble about it seems to me to be the fact that it weighs round about six hundred-weight. To have a weight equal to that of five average passengers permanently fixed along the off-side running-board of a car like the Ford is, to my mind, quite as bad for the car as it would be for me to be unable to run my car at all. And all this extra weight has to be carried to enable the car to run fifty miles on a charge! Of course, all these things are at present in the nature of makeshifts. The people who could design practical gas-holders for us are busy on work which is of vastly more importance for the time being; and, even if we could get the designs, we could not get them made, because of the impossibility of obtaining the materials. Therefore, the last word about gas and gas-holders for automobile work has by no means been said. It will certainly be possible later on to produce a gas-holder which will be workably light, hold enough gas under pressure for a hundred miles' journey, and be not too obtrusively clumsy. I wonder if anyone has thought of making a gas-holder on the constructional lines of the old Locomobile

boiler? The older generation of motorists will doubtless remember that this boiler was quite lightly made of sheet-copper and wound with piano-wire. I forget what it weighed, but it was something absurdly low, and the pressure it would stand was enormous. I saw one tested once to the terrific pressure of 1500 lb. per square inch—a hundred atmospheres—and all that happened was that steam blew out between the shell rivets when the pressure



A LADY'S CAR: THE SIX-CYLINDER NAPIER.

The war has greatly multiplied the number of lady motorists, and Messrs. D. Napier and Son, of 14, New Burlington Street, W., are making a six-cylinder car which is ideal for their use. It gives no trouble, and possesses those important *desiderata*, perfect control, silence, and dependability, all of which are characteristics of the 30-35-h.p. six-cylinder Alpine model.

went above 1200 lb. per square inch. We do not want to compress our gas to anything like that, but it seems to me that a method of construction which is up to tests like the one I have mentioned promises very well for the moderate pressures required for coal-gas.

A Sunset Query.

A curious case has recently arisen in the Midlands, in which a motorist was summoned for driving a car without lights more than thirty minutes after sunset at Greenwich. The defence raised was that sunset in the particular locality in which the charge arose was ten minutes later than at Greenwich, and that it was local time that mattered. The Bench, however, convicted, and notice of appeal was entered at once. The case reminds me in some aspects of the decision of the Queen's Bench in *Gordon v. Cann*, in 1899, in which the Court held that the expression, "one hour after sunset" in the Local Government Act, 1888, meant one hour after the time of the sun's setting locally, and could not be construed to mean one hour after sunset at Greenwich.

The point is an interesting one, but, personally, I always regard as my lighting-up time the moment when it ceases to be prudent to drive without lights, even though it be earlier than the official time.

A "Corner" in Second-Hand Cars.

Apropos of trade after the war, there is no doubt it will take some time for the manufacturing interests to get into their stride once peace has been consummated. If people think that they are going to get delivery of new cars within a few days of the signing of the treaty, they are doomed to disappointment. There will be an immediate and urgent demand for cars to take the place of those worn out in war work at home, or requisitioned for service overseas, and I am given to understand that a smart syndicate has set out already to take the most advantage it can of the circumstances when they arise. This syndicate, I am informed, has put up an initial sum of £50,000 for the purpose of purchasing cars now, to be held in stock against the day of peace, and is sending emissaries about the country to buy up all the cars it can get its hands upon. When the first £50,000 is exhausted, there is more to come. I don't know what prospect there is of the syndicate succeeding in making a "corner" in second-hand cars—or new ones, for that matter; and I am told its operations extend to the latter—but I should say its members stand to get badly hit by the operation. I certainly should not care to risk much money in it myself, because I do not think, for various reasons, there is likely to be a real shortage of cars. There will be very few new ones, it is true, but I am inclined to think we shall find we have quite enough of those that are not new to carry us over the interval between peace and the time the trade has got well into its stride.

W. W.



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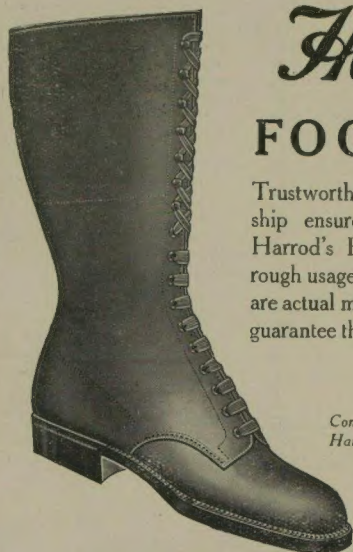
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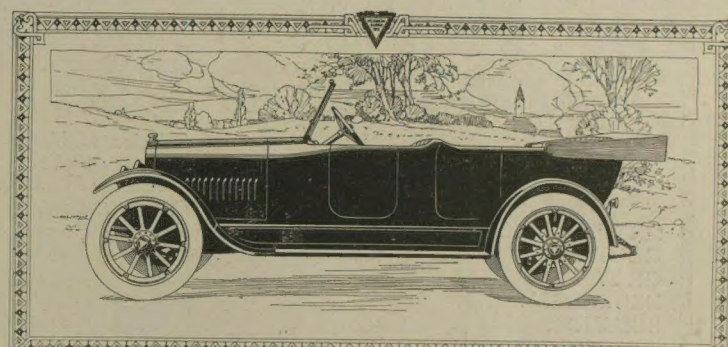
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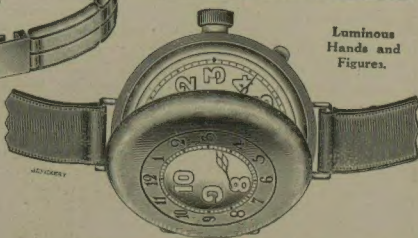
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THE PLAYHOUSES.

"THE OFF CHANCE." AT THE QUEEN'S.

THERE are merits about Mr. R. C. Carton's artificial comedies of high life which endear them even to those most aware of the novelette atmosphere of their plots and the sawdust padding of their characters. None

drawl and that air of casualness and indifference behind which there is any amount of artistry. If one person more than another should know Mr. Carton's intentions, it is the actress who is Mrs. Carton in private life. Their understanding is complete; their combination of talent delightful. Not that other members of the cast—Mr. Percy Hutchison and Miss Mary Glynne, for instance, as the ducal pair, Mr. Paul Arthur as the boisterous plutocrat, or Mr. Lyston Lyle in his piquant sketch of a card-sharper—fail to do what is wanted: that they cannot make their parts seem exactly alive is not their fault.

An urgent appeal is made for invitations to the wounded soldiers in our hospitals to be taken on health-rides. Familiarity breeds indifference, and the brave sufferers in our hospitals are not receiving the invitations they used to have, and still need as much as ever. For nearly three years members of the Motor Squadron of the London Volunteer Rifles have transported from 100 to 1000 men every Sunday to suburban and country golf clubs and private houses, but of late invitations have sadly fallen off. The Hon. Sec. for Hospital Arrangements, Mr. A. J. Wilson, London Volunteer Rifles, 154, Clerkenwell Road, E.C. 1, will be very grateful for invitations for about a hundred wounded men on any Sunday to take tea at clubs or private houses within ten miles or so of the City. It may well be hoped that this appeal will meet with a prompt and liberal response.

Encouraged by the success of their "Spinet" cigarettes, which have risen rapidly in public favour, Messrs. R. and J. Hill, Ltd., the well-known tobacco-manufacturers, have now placed on the market a pipe tobacco under the name of the "Spinet" Smoking Mixture. Of fine flavour, this mixture well merits the manufacturers' description of it as "the super pipe tobacco." Among officers and men at the Front it is selling largely. For a first-class smoking mixture, the price, 1s. 7d. for 2 oz., is quite reasonable. It is also put up in 1-oz. and 4-oz. packets.

The increase in income-tax since 1914 has been accepted by most people with anxiety, but as inevitable. There are, however, many who would be surprised if they knew how many different claims for

repayment of the tax can be made. Messrs. Income-Tax Claims, Ltd., of 23, Carlton House, Regent Street (Waterloo Place), London, S.W.1, will send a copy of their booklet, "Relief from Income Tax," on application.

The personality of our leading Generals who are engaged in the Great War promises to be admirably shown to us in the clever and characteristic sketch-portraits in colour, "Generals of the British Army," in Part I. of which there are twelve lifelike and artistic drawings by Mr. Francis Dodd, who combines a strong sense of character with a fineness of line which makes each portrait a picture. Short biographies accompany the portraits; and there is a brief but striking Introduction, covering the progress of the war and lending increased interest to the portraits. It is published at 20, Tavistock Street, W.C.

It is the fashion to-day to be both patriotic and economical, and in one direction we can be both—by using the toilet preparations of Messrs. Gibbs. Their French Dentifrice has advantages which will at once be recognised. Put up as it is in tablet form, it cannot ooze, leak, or spill. It keeps the teeth sound and white, and is pleasant and refreshing to the mouth. Gibbs' Cold Cream Shaving Soap has two merits: it lathers as freely in cold water as in hot—a boon to the man in the trenches, or to the man at home, in a hurry. The cold cream



THE WAR-WOMAN AT WORK WITH THE A.S.C.
Photograph supplied by L.N.A.

of our older dramatists knows how to turn dialogue so wittily as he, or can make his marionettes talk with such pungency and point. They are marionettes, his figures in "The Off Chance," and peculiarly old-fashioned marionettes—his spendthrift young Duke, who, despite appearances, is in love with his wife; that prude herself, too proud to put up a fight; the naughty dancer whom he cannot see to be at any man's beck and call; the American millionaire with a revolver in his pocket; and the Peeress with a past who pulls all the strings, and is made bland, horsey, and imperturbable so as to suit Miss Compton's temperament and manner. On the other hand, they have amusing things to say, and are always saying them amusingly; while, however mechanical may be Mr. Carton's story, it is told with such obvious good nature, and with such ingenuity of device, and such an instinct for comic situation, that its reliance on stale material is scarcely noticed. It certainly is not while Miss Compton is on the stage, to deliver the author's epigrams with her inimitable



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is soothing in its properties, particularly so to the man who has shaved in haste. This firm has also a delightful cold cream soap which will be appreciated by women, who will find this soap both cleansing and soothing. Those who wish to test the merits of these preparations can have trial samples by sending 2d. in stamps to Messrs. D. and W. Gibbs, Cold Cream Soap Works, London, E.C.1.

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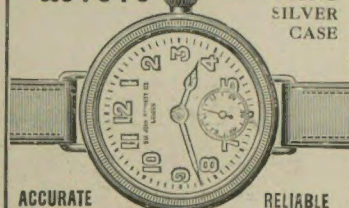
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CHESS.

E S G DRIVER (Egypt).—It is difficult to explain the "en passant" move in a short space of our Correspondence replies; but any elementary book of chess will make it clear.

G WINKWORTH.—We are making the appeal to our readers in accordance with your request.

F W WALTON (M.G. Camp, Holbeach).—With such a strong recommendation, we have little doubt your problem will prove acceptable to our solvers.

O H LABONE (Bournemouth).—We are much obliged for your contribution, which we hope to publish at an early date.

J J POWERS (Birmingham).—We will see what can be done to send you problems.

W J W GODWARD.—No. 3762, 1. R to Kt 5th, and No. 3764, 1. Q takes P.

CHESS IN AMERICA.

Game awarded Brilliant Prize in the Western State Championship Tourney. (Petroff Defence.)

WHITE	BLACK	WHITE	BLACK
(Mr. R. C. Sellers)	(Mr. T. E. Moon)	(Mr. R. C. Sellers)	(Mr. T. E. Moon)
1. P to K 4th	P to K 4th	1. A fatal mistake. Black's brilliant reply being probably overlooked.	
2. Kt to K B 3rd	Kt to K B 3rd	12. P takes B, B takes P; 13. Kt takes Kt, P takes Kt; 14. Q takes P, relieves him of his immediate difficulties; but he would be still two Pawns to the bad.	
3. P to Q 4th	Kt takes K P	12. A beautiful combination from which White has no escape.	
4. B to B 4th		13. Q takes B (ch) P to Kt 3rd	

The correct continuation is B to Q 3rd. The text move, by exposing Bishop to the attack of Black's Queen's Pawn, only means loss of time.

WHITE	BLACK
4. Q to K 2nd	B to K Kt 5th
5. Castles	P to K B 4th
6. B to Kt 3rd	P takes P
7. R to K sq	B to K 2nd
8. Kt to Q 2nd	P to Q B 3rd
9. P to K R 3rd	

White's position is not an enviable one; but he could hardly find a worse way out of his difficulties. Q to Q 3rd seems the most practicable alternative.

WHITE	BLACK
10. B to R 4th	
11. P to K Kt 4th P takes P	
12. Kt takes P	

12. P to Kt 6th

13. Q takes B (ch) P to Kt 3rd

14. Q to K 5th P takes P (ch)

15. K to B sq P takes R (Q)(ch)

16. K takes Q Castles

17. Kt takes Kt B to R 5th (ch)

18. K to K 2nd R to K sq

19. Kt to K 6th Q to K 2nd

20. B to R 6th Kt to Q 2nd

21. Q to Q 4th B to K B 3rd

22. Kt takes B (ch) Kt takes Kt

23. R to K B sq Q takes Kt (ch)

24. K to B 2nd Q takes P

25. Q takes Kt Q takes B

26. Q to Q B 3rd R to B sq

Black wins.

SOLUTION OF PROBLEM No. 3765.—By T. J. F. J. F. J. F.

WHITE

1. Q to R 7th
2. Q to B 7th (ch)
3. Kt (mated).

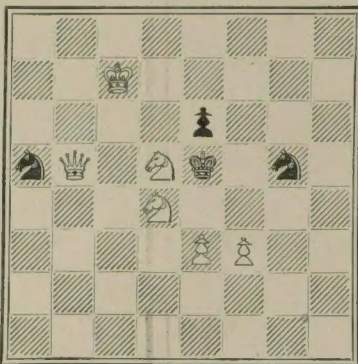
BLACK

K takes Kt
K to K 5th

If Black play, 1. Q Kt to Kt 3rd, 2. Q to Q 7th (ch); if 1. P to Q 6th, 2. Q to K 4th (ch); if 1. P takes Kt, 2. B to Kt 2nd (ch); if 1. K to K 3rd, 2. Q takes Kt (ch); 1. other, then 2. Kt to Kt 6th (ch), and 3. Q (mated).

PROBLEM No. 3768.—By T. J. F. J. F. J. F.

BLACK.



WHITE.

White to play, and mate in two moves.

CORRECT SOLUTION OF PROBLEM No. 3761 received from J B Camara (Madeira); of No. 3762 from F F Day (Malta), and J B Camara; of No. 3763 from F F Day, and H F K (Alexandria); of No. 3764 from T A Truscott (Forest Gate), J D Williams (Wood Green), H S Branderth (Weybridge), Rev. A B Wynne Wilson (Hereford), and M F Drew (Stratford); of No. 3766 from C G Haviland (Frimley Green), M F Drew, John Isaacson (Liverpool),

H Carré (B.R.C.S., France), T Smith (Brighton), N R Dharmavir (Padham), T A Truscott, A W Macdonald, J J Freeman (Shepperton), Captain Challice (Great Yarmouth), Montagu Lubbock, Jacob Verrall (Roddwell), Corporal W H Hardwick (Australian Field Artillery, France), J J Powers, L Stanley Kettlewell (Birmingham), S Thompson (Scaford), Eva G Deykin (Birmingham), and G A Rowley (Yatton).

CORRECT SOLUTIONS OF PROBLEM No. 3767 received from G Stillingfleet Johnson (Cobham), Rev. J Christie (Birlingham), J Mackintosh (Dumfriess), J Fowler, J S Forbes (Brighton), H Garrett Baldwin (Farnham), A W Hamilton Gell (Exeter), J Smart, and F R Chaplin.

If any of our readers have a spare board and men—not too small—for which they have no other use, Mr. G. Winkworth, H.M.S. Oak, T.B.D., G.I.O. London, would be grateful to receive it on behalf of himself and his comrades, to whom it would be a great boon during the coming long evenings.

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